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DIARY NOTES

DD/S [REDACTED]

2 February 1959

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1. [REDACTED] buzzed to say that the Director was not happy about the proposed Regulation on the "Conduct of Overseas Employees" inasmuch as it did not refer specifically to automobiles. Also, since the file copy should bear all of the concurrence signatures I told him to send it back and I would take care of it.

2. Jack also buzzed me to say that the road near our Langley site was in fairly bad shape and that traffic was being held up during the morning rush hour and he felt sure that we were going to be blamed for it although there was very little that we could do about the situation. I asked [REDACTED] to get in touch with the Bureau of Public Roads and to tell them that we would appreciate anything that they could do to repair the road in order to take off the pressure.

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[REDACTED]

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4. I met with [REDACTED] to discuss a settlement with the owner of [REDACTED] who originally submitted a claim amounting to \$136,000 and has now agreed to accept \$86,357.24. It is possible that we may be able to get him to lower it to \$76,000. It is the opinion of the General Services Administration as well as Nathan and Carl, our engineer who has been working on this problem, that we should settle for the \$86,000 figure if we cannot get him to accept something lower. They believed that it would cost us far more if we took the matter to court and I approved of settlement at not to exceed this amount.

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5. On Sunday I asked [REDACTED] to talk with the Virginia Electric Power Company about the road over which they propose to bring the power lines into the Langley site. He has made some preliminary explorations and has been told that they have made no decision as yet as to where the lines would come in but that they would be glad to talk to him further about the various possibilities.

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I also talked to him about the Cabin John Bridge since I noted in the paper that the state of Maryland had allocated a large amount of money for various roads, bridges, etc., and had not mentioned this Bridge. H. S. has looked into this with the Bureau of Public Roads and they advised him that the approaches to it had been approved as well as the design for the Bridge itself. They estimated that it would take about one year to complete all of the plans and specifications, construction is now scheduled to start early in 1960 and it would take about one and a half years to complete it. The Bureau of Public Roads firmly believed that the state of Maryland would allocate the necessary funds and that the Bridge would probably be finished in mid 1961. H

25X1A9a 6. [REDACTED] telephoned to say that they needed some guidance as to whether or not
25X1A6a to prepare plans and specifications for the pipeline which would connect the [REDACTED] 25X1A6a
[REDACTED] I told him to go ahead and prepare them. I also suggested
that he call Ed Saunders to get squared away on their over-all financial problem. 25X1A9a

7. I arranged with [REDACTED] to have the Director's files picked up from the firm [REDACTED] 25X1A5a1
[REDACTED] and delivered to his Office here. 25X1A9a

8. I had lunch with [REDACTED] who confided in me his plans to resign from the Agency
not later than 30 June 1959. 25X1A6a

9. Lyman Kirkpatrick told me that he had interviewed eight or ten people who were 25X1A9a
stationed on [REDACTED] with [REDACTED] and found no confirmation whatever of John's charges
that [REDACTED] was behaving like a "Hitler." 25X1A9a

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